

"I wish to say, emphatically that there is no basis for the reports that a great financial disaster is impending in Great Britain. It is quite untrue that any important banking house is in danger, save one, and the affairs of that one are now in hand. As for the chartered banks they are all sound, so far as I know. There have been great losses, it is true, but these losses have been spread over large numbers of persons, and as a rule the losses have been already met and paid, leaving the losers poorer, but still solvent. There will be a few failures, of course, but none of any importance—none that could affect the money markets.

"The result of the great losses in South America and elsewhere has been to bring people to their senses. Speculation has completely stopped. The difference between the wildness of last year and the depression of this is the difference between convex and concave—where there was a hill there is now a hole. The people are poorer and wiser; that is the truth of the matter. The talk about a coming panic is unfounded. There are two ways in which losses can come upon the market; one is the acute form of panic, the other is the watered form, dullness, lack of speculation and distrust. As I said before, the losses are already known, and, in most cases, already paid. One of the good results of the syndicates, trust companies and the like, is to divide losses among the multitude and so prevent crashes.

It would not be fair, says the interviewer, to quote Mr. Liddell too particularly, but he gave me many details during our conversation showing that the financial situation is sound. I am in a position to say on my own responsibility that Barling Brothers occupy a strong position. When the Bank of England took the affairs of that great house in hand its liabilities were about £25,000,000. At present Barling Brothers owe less than half a million pounds, although there is a liability to the Bank of England of £7,000,000. This liability, however, in no way concerns the public. The Barling's affairs, were found to be in an entirely solvent condition, a mere matter of getting time.

The wonderful thing is, that Russia did not strike a blow at England by withdrawing gold during the past few months. It is the policy of Vichengradsky, the Russian Minister of Finance, to keep vast quantities of gold on deposit in English houses. He can, at a critical time, force the bankers to assist the Russian loans, by threatening to withdraw gold, or embarrass England by calling a panic. This was the only overwhelming danger in the recent crisis. Now that issue has been met and Russia could not bring about a crash even if she wished.

AMERICAN TELEGRAMS.

The following telegrams from our San Francisco exchanges were "crowded out" of last night's issue:—

MANCHESTER, August 8th.
G. P. Westhead & Co., a historic mercantile house, once one of the wealthiest in the country, will probably disappear shortly. The firm has been losing money for thirteen years, and the shareholders have decided to voluntarily liquidate. During the American civil war this house, in conjunction with George Collins of Liverpool, played a prominent part, its agents having several times run the blockade. Probably Rylands or some other powerful Manchester firm will take over the business.

PETERHEAD, August 8th.
Mr. and Mrs. Andrew Carnegie of New York visited Peterhead to-day for the purpose of laying the foundation stone of a public library. Mr. Carnegie gave £1,000 towards the fund. A great demonstration was held in their honor and was attended by from 800 to 1,000 people. Mrs. Carnegie laid the stone.

LONDON, August 8th.
The owners of the ship *Strathgairn*, *Blandford*, and other British vessels, demand compensation from the Chilean Government for harbouring refugees during the attack of the Congressional forces on Pisagua. The Philadelphia correspondent of the *Times* positively asserts that Blaine is not seeking the Presidential nomination. In an editorial the *Times* says, it thinks that it is not impossible that the familiar excitement of a campaign would prove a most effective antidote to the melancholy which seems to be oppressing him, and believes that he will yet be found in the van of action for his own, or Harrison's, name.

BERLIN, August 8th.
Prince Bismarck in conversation with Herr Lutz, a member of the Reichstag, said: "You may tell me that I consider the reducing of the corn duty a disaster for the country." The Emperor has bestowed the decoration of the Order of Merit for art and science upon General Duvernois in succession to the late Count von Moltke. This is significant, as General Duvernois is an extremely liberal and outspoken politician.

NEW YORK, August 6th.
On Friday evening the steamer *Columbia* arrived here from Marseilles. It was to-day learned for the first time that when but one day out from that port the soft coal in the bunkers was discovered to be on fire. The captain gave orders that the steamer was to be observed, and that the strictest vigilance was to be maintained. It was impossible to avert a panic. Immediate steps were taken to quench the fire. Day and night, for ten days, heavy streams of water were poured upon the piles of coal and the deck above it. The captain and crew were on almost continuous duty during that time, and when they arrived at port were completely worn out. None of the passengers had any suspicion of the danger, nor did they learn of it until the port was reached.

SAN SALVADOR, August 6th.
The Pacific Mail Steamship Company, by its automatic dealings with this country, has got itself into trouble. Its ships have sole control of all the traffic between the Central American States and the United States. The custom has been to load these vessels at night, so as to make quicker time to meet the terms of the subsidy for carrying the mails. The rates charged by this company are excessive, and Central American countries have been much put out over the way they are treated. As matters stand they can derive more benefit by sending their imports to Germany than to America. Reciprocity schemes will not do any good so long as things remain as they are at present.

The Germans have seen their chance to profit by this state of affairs, and already many of their vessels are loading for Central America. As a result of the strained relations between the Pacific Mail Steamship Company and the States of Guatemala, Nicaragua and Salvador they passed laws making it illegal to employ natives at night. This proceeding was resented by this company. The climax has been reached by the confiscation by the Salvadoran authorities of the Pacific Mail steamship *City of Panama*, Captain White. She is the fastest of the fleet and White is senior captain. The seizure took place at La Libertad, and was caused by the *City of Panama* leaving La Union without a permit from the Captain of the port. It is said that Captain White, in his desire to leave La Union promptly so as to maintain his time schedule, negligently anchored at dusk. There was a lot of goods on the dock, and the authorities insisted on their being shipped. In

order to dodge this work, which would delay him considerably, Captain White quitted port without the necessary permit. The United States war vessel *Ranger* is in these waters, and she will probably be brought here at once to take a hand in the trouble.

BERLIN, August 10th.
The *Frankfurter Zeitung* says that Professor Esmarch, the distinguished surgeon, has been called to Kiel from Berlin to attend Emperor William. The *Kreuz Zeitung* declares that the Emperor is suffering from a dislocated knee bone, and that the greatest care is necessary in its treatment. The Government has decided to establish a complete telegraph system on the German East African coast, and to-day officials started from Berlin for Africa, where, immediately upon their arrival, they will proceed to organize the system. The Colonel *Gasté* resists that Emperor William is in robust health, and adds that he now uses his leg easily and will be able to dispense with the doctor after a few short sea trips. By the capturing of a boat off Danzig to-day the captain, lieutenant, surgeon and two crewmen of the German man-of-war *Zitun* were drowned. It is understood that the Emperor, immediately on his return to this capital, will consult the statistics prepared at his special request regarding the population of Alsace and Lorraine. A number of statesmen and national economists will be invited to a conference, and means devised to stop the alarming emigration to France, which is amounting to about 7,000 yearly, and draws millions—in fact all the ready money, from the country. It has been thought that the pomp of the court established at Strasburg by the Governor, Prince Hohenlohe, might tend to make the people content, but that plan is pronounced a failure, as is also the extreme affability of the Governor, which does not seem to impress the people as it was intended to do.

TORONTO (Ont.), August 10th.
The members of Parliament with three or four exceptions have signed a "Round Robin" agreeing to an increase in their pay from \$1,000 to \$1,500 a year.

KIEL, August 10th.
Prince Henry of Prussia has started for England to visit Queen Victoria.

PARIS, August 10th.
A boiler explosion occurred to-day at Chaumont, by which six persons were killed and four terribly injured. Their lives are despaired of.

The phylloxera has appeared in the champagne districts. The leading growers are alarmed.

President Carnot's chateau at Presles has been ransacked by burglars, who got away with everything valuable the house contained, including the plate. The President's mother was the only occupant of the house at the time of the robbery.

VIENNA, August 10th.
The inhabitants of Magara district, in the Carpathian mountains, besides suffering from famine, are afflicted with typhus fever and dysentery, following the failure of crops, which was due to excessive rains.

CONSTANTINOPLE, August 10th.
Brigands recently captured a Frenchman named Raymond, who conducted a firm near Tchekeskoj, and his overcoat, named Ruffie. They sent Ruffie to the French Embassy here. Count Montebello, with a letter stating that unless they received \$25,000 they would shoot Raymond. Count Montebello demanded of the Sultan that Raymond should be protected and released.

WASHINGTON, August 10th.
Orders were issued to-day for the *Charleston* to prepare to sail for Shanghai. The steamer that she will leave San Francisco to-morrow or Wednesday. She will go via Honolulu, and if her immediate presence is not required there she will continue on her journey, which is estimated to be completed in fifteen or eighteen days. This will bring her into Shanghai during the first week in September, when, if the expected outbreak of Chinese students should occur, her services will be most needed.

ST. PETERSBURG, August 10th.
The grave situation created by the failure of the crops in Russia is causing the greatest apprehension in all circles.

The *Grashofen* declares that the local administrators will be unable to make provision for the inhabitants of the distressed provinces if speculators are allowed to export corn, or if the artificial rise in the price of corn is not checked. The paper demands that the Government should immediately place a heavy duty on the export of corn.

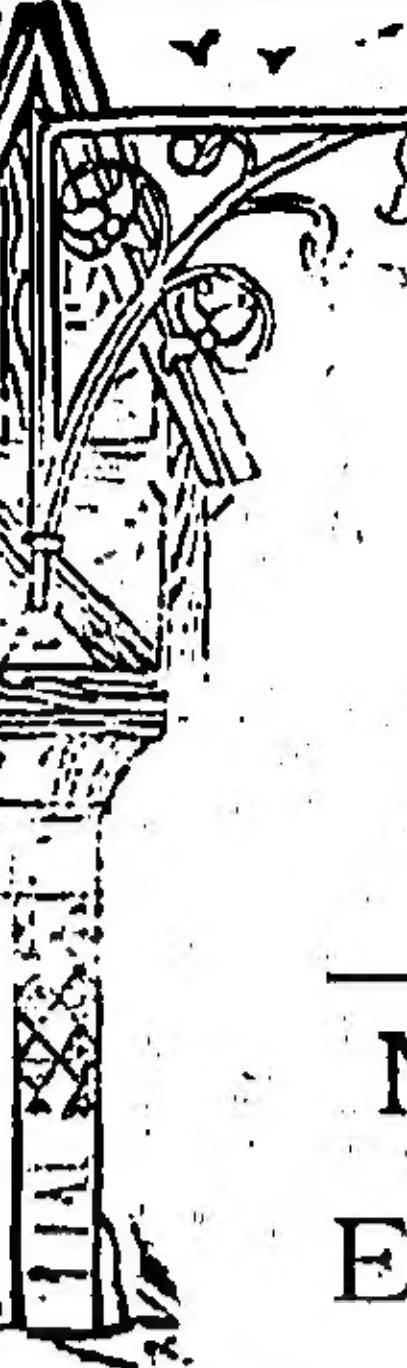
The *Financial Messenger* declares that it will be almost impossible for Russia to export corn this year.

It is officially announced that the Government has not yet completed issuing a decree totally prohibiting the export of grain from Russia, but the partial failure of crops demands that provision be made for the people living in the distressed provinces, and it is consequently expected that the export of grain from those provinces will be restricted by the authorities.

NEW YORK, August 10th.
The *Herald's* correspondent at San Salvador sends the following: The news which I carried yesterday of the seizure at La Libertad of the Pacific Mail steamship *City of Panama*, Captain White, by the Government authorities because she left La Union without a permit, the captain of the port, promptly reached the case of the general agent of the line at Guatemala City. The agent took it for granted that confiscation had been made because of some violation of the health laws, but to make sure, inquired by telegram if that was the case. Minister of Commerce Amaya telegraphed the following reply: "The *City of Panama* did not leave La Union without permission of the Health Board, as you say. She did, however, leave without the requisite permit from the authorities of the port. This has led to the seizure of said steamer, and in consequence she has been declared confiscated. We are carrying out in this matter the same doctrine that the United States have applied in the case of the *Itata* of the Chilean rebel squadron."

A DEFENCE OF THE OUTSIDE BROKER.
"A Real Outside Broker," who is somewhat sceptical of the writer's title, replies to the article in our issue of last week on "The Bitter Cry of the City" by an "Outside Broker." He says:—I admit that the excess of a few outside brokers, some years back, has brought up a rich crop of so-called brokers or dealers, and numerous bucket-shops, whose preposterous advertisements have degraded this branch of business. But there is no evidence that the losses incurred by the public have been at any time of a widespread character as compared with those sustained by clients operating through members of the London Stock Exchange. The speculator who operates through the existing bucket-shops is liable to lose his cover, or to be deceived of the profits made—in either case, a matter of, say, £10 to £50. But those who are in the habit of confiding their operations to the "House" cannot possibly know the extent of the risk they run. For instance, if a man puts down £5,000 with an outsider as cover on £5,000 Brighton A, he cannot possibly lose anything beyond the £500, but the same operation in a "House" may easily culminate in a loss

Intimations.



**EMPIRE
DRAUGHT
ALES**

**UNIVERSALLY
POPULAR
THROUGHOUT
CHINA AND
JAPAN.**

**SPARKLING
EMPIRE
PALE ALE.**

PINTS Per Doz. \$ 1.50
QUARTS " 2.50
9 GALLONS Per Case 6.00
18 " " 10.00

**NOURISHING
EMPIRE
EXTRA STOUT.**

PINTS Per Doz. \$ 1.60
QUARTS " 2.60
9 GALLONS Per Case 6.50
18 " " 12.00

SEND FOR SAMPLE DOZEN TO THE SOLE AGENTS.

HONGKONG TRADING CO., LTD.
4, QUEEN'S ROAD AND DUNDRELL STREET.

W. BREWER

**HAS JUST RECEIVED
PITMAN'S SHORTHAND BOOKS.**

PHONOGRAPHIC TEACHER.....	\$0.25	Reporters Assistant.....	0.10
Key to ditto.....	0.25	Alphabet Faciles Learners style.....	0.25
Phono Phrase Book.....	0.40	Legal Phrase Book.....	0.25
Reporter.....	0.70	Indian Club Exercises.....	0.25
Key to ditto.....	0.40	Websters Unabridged Dicty & Russia.....	10.00
Progressive Studies.....	0.40	Cassars Column a sensational story of the 20th Century.....	0.35
Phono Reader.....	0.25	Figure Saloon for now complete in 5 parts. New stock of Solid Tennis Shoes. Sellers Black Gut Tennis Bats. New Photo Frames and Photo Screens.	
Handbook for Teachers.....	0.70		
Extracts in corresponding style No. 1, 2, 3			
Manual of Phonography.....	0.25		
Key to ditto.....	0.25		

of several hundreds of pounds. A fortnight ago every one was selling "Berthas" now, assuming that a client sold £5,000 of this stock as a "bear" on the advice of his broker (a member of the "House") his loss to-day would have reached £300. Hence we see that the collapse of bank managers and others holding responsible positions is invariably due to their speculations with insiders. That expert forger, Glynn, Messrs. Vagliano's clerk, confined almost exclusively his operations to members; and Messrs. Vagliano's £800,000 was entirely absorbed by the "House."

The Committee of the Stock Exchange are advertising broadcast that members are not allowed to advertise; and yet it is a fact that the system of employing "runners"—what the French call "remiseurs"—causes more mischief than thousands of wholesale advertisements. These runners are selected from all grades, of society—half-pay officers, young gentlemen moving in good society, and club men depending for their living on hall commissions. The insidious efforts of these ferrets have broken up many a happy home. I fully admit that the system pursued by outsiders in recent years is demoralising in the extreme, but the over-crowding of the "House" is mainly responsible for the terrible stagnation in business. The public having been disheartened by recent losses, members have been living on one another. The smaller firms are in *extremis*, and many have disappeared from the precincts of Court Court from their inability to make the two ends meet. Indeed, a great number found it difficult to scrape together the amount of their annual subscription. If the Committee of the Stock Exchange were wise, they would abolish the institution of jobbers, which does not exist on any other exchange, and reduce the number of members by imposing onerous terms of admission. Why should not every member be compelled to deposit a large sum as caution money, as the practice on the Paris Bourse? At present the outside public can secure whatever. For ought they know the brokers, might be hopelessly insolvent, while they are entrusting them with their securities. Surely every one must remember the recent disclosures in connection with the suspension of two or three highly respectable old-established firms, members of the Stock Exchange.

In discussing these parables, the outside brokers' fraternity, we hear of their shady antecedents and their third-floor back offices. But what is the origin of many a member whose home and carriage are the admiration of the habiles of the Times Magazine? Many of these gentlemen have graduated as clerks to some stockbroker, and a few of them having, by a lucky coup, made their pile in some illicit speculative venture, suddenly start on their own account as full-blown brokers, doing a roaring trade as long as Dame Fortune favours them.

Let us now take into consideration the ruinous results of the South African and South American bubbles. The launching of mining companies to the tune of hundreds of millions during the last three or four years were carried out with the aid of members of the Stock Exchange, and invariably with firms of the highest standing, who manipulated the market for a consideration, and thus induced the public to take up these shares after they had been driven up to a fictitious premium. I am not an advocate of the existing outside dealer; but I should advise those endowed with gambling propensities to put their "finger" on a horse called "Bertha" or "Papa" with a respectable bucket-shop keeper, rather than to open an account with a member of the Stock Exchange. In the former case the speculator knows the extent of the risk he runs.

—*Pall Mall Budget*

LITTLE OF THE GUN, NOTHING OF THE DOG.

When Rip Van Winkle awoke from his nap in the Catskill Mountains in America, he found himself an old man. His dog was dead long ago, and nothing was left of his gun but the lock and barrel. And when he went back to the village of Hallowing Water, where he used to live, nobody recognised him. His wife, believing him dead, had married the innkeeper. Right enough, too, for Rip had lain on the mountain-side, sound asleep, for twenty years.

A long moan, but it seems to me I'd rather be asleep half my life than a stretch than to stop alive and miserable. Yet here is a woman who says, "I can truthfully say that for eighteen years I was never free from pain for a single day."

Merry! I think of that. What a wretched way to live! Yet I suppose millions of folk crawl along through the world in that style. Not because they want to. However, not I! But because they can't help it. This was her husband, and an army of other women (beside crowds of men) can sympathize with her.

She says: "For over twenty years I was weak and shaky. As I had a bad taste in the mouth, poor appetite, and on a wretchedly feeling of my

chest and sides, and often tried to obtain ease by holding my sides with my hands. After eating I had great pain; it was like a load at my chest, and I could not bear it until I vomited all my food up. I would be quite faint from the want of food but was afraid to eat. At times I had bad attacks of spasms which nearly doubled me up, and I rambled up and down the house for hours together, for I could not erem lie down. Of course I lost a deal of sleep, and in a morning was so weak and faint I scarcely knew how to get out of bed and down stairs. For eighteen years I was never free from pain for a single day.

"I saw doctor after doctor, and took a great quantity of medicine without finding any real relief. They would not say what was the cause of my ailment. I was fast wasting away, and did not think I could live much longer, when one day in 1881 my husband heard from Mr. Joseph Cooper, of Bourne, of a medicine called Mother Seigel's Curative Syrup, which he said had cured him. 'If I am spared,' I said to my husband, 'I will try it. I did so, and before I had taken the first bottle I found relief, and after taking four bottles more I was quite well and strong.

"That is now ten years ago, and I have been in good health ever since, taking just an occasional dose of the syrup. After my recovery the dyspepsia said to my husband, 'Your misdeeds get about very different to what she used to do,' and he told him that Mother Seigel's Syrup had wrought the cure. People tell me I look better than I did twenty years ago, and I feel so strong that I can now dig potatoes and do work with anyone, notwithstanding I am 65 years of age.

"My husband suffered terribly from rheumatism and flux, and has found wonderful benefit from the same medicine. He says he would have been in the churchyard long ago but for Mother Seigel's Syrup. 'Borneys' I can say it saved my life, and I wish others to know what it has done for me and mine. (Signed) Mrs. Esther Day, wife of William Day, of Tharbury, near Bourne, Lincolnshire."

In this brief and simple way Mrs. Day tells a story the full details of which would fill a book. What hopes and fears! What hours of sleepless and deep distress she must have experienced. Yes, indeed. None can even imagine it except those who belong to the great Sisterhood of Suffering. And she mentions one symptom of her disease she actually could have named a dozen. One lady-maid—the fearfully common and fatal one, indigestion and dyspepsia—as many signs and forms as the mind can fancy, or the heavens have clouds. From it, as from sin, come a thousand pains and pains to torment and to crush helpless humanity. Seeing what her great discovery has accomplished in this and multitudes of like cases, how good a friend to her kind was Mother Seigel's Syrup. Rip Van Winkle wrote from his nap to find himself old Mrs. Day wrote from her long night of illness to find herself young again. Is not the moral plain enough for all the suffering millions in England?—*[Advt.]*

Today's Advertisements.

FOR SAIGON.
THE Steamship
"SINGAPORE."
Captain Stohman, will be despatched for the above Port TO-MORROW, the 12th instant.
For Freight or Passage, apply to
CHAN SENG HONG.
Hongkong, 11th September, 1891. [1214]

GOVERNMENT NOTIFICATION.

A GUNNER is required for the Government Gunpowder Depot, Stonecutters' Island. Salary \$600 per annum and Quarters. Applications, with testimonials, to be sent to the Colonial Secretary before WEDNESDAY, the 16th instant.
By Command,
W. M. GOODMAN,
Acting Colonial Secretary.

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.
In the Matter of the Estate of WILLIAM HOWELL FORBES, a Bankrupt.

NOTICE is hereby given that the Public Sitting, at the Supreme Court, Hongkong, for the above named Bankrupt to pass his last examination and make application for his order of discharge, fixed for SATURDAY, the 12th day of September, 1891, at Eleven of the clock in the forenoon, has been adjourned to WEDNESDAY, the 23rd day of September, 1891, at 11 o'clock in the forenoon, precisely, at the Supreme Court aforesaid.
Dated this 11th day of September, 1891.
BRUCE SHEPHERD,
Acting Registrar.

To be Let.

TO BE LET.

No. 5, RICHMOND TERRACE, Five Rooms.—Gas and Water laid on. Bath-rooms, Yard, and Coolie Quarters cemented. Rent moderate.
Apply to
THE SECRETARY,
Humphreys Estate & Finance Co., Ltd.
TO BE LET.

HOUSES at Mountain View, near Plunkett's Gap, 1111 Plunkett, consisting of 3 or 4 large dwelling rooms with every convenience. These houses are built on both sides of the island, and are cool, comfortable and healthy.
Apply to
JOHN A. JUPP,
Secretary,
The Austin Arms Hotel,
and
Building Company, Ltd.
12 & 10, Queen's Road Central,
Hongkong, 11th August 1891. [1177]

TO LET.

BAHAR LODGE, THE PEAK.
R. R. LOT No. 50.
THIS desirable residence with Gas laid on to be let furnished or unfurnished.
Apply in
HONGKONG LAND INVESTMENT AND AGENCY CO., Ltd.
Hongkong, 12th May 1891. [710]

NOTICE.

TO LET.

THE PREMISES No. 1, Praya Central, lately occupied by Messrs. RUSSELL & Co. The whole by flats, or single rooms suitable for Offices and Dwelling.
Apply to
F. D. SASSOON & Co.
Hongkong, 20th June 1891. [1801]

TO LET,

WITH IMMEDIATE POSSESSION.

No. 37, WYNDHAM STREET. Rent \$40 per month.
Apply to
A. R. EZEKIEL
Hongkong, 24th August 1891. [1147]

TO LET,

WITH IMMEDIATE POSSESSION.

THE FIRST FLOOR of No. 18, PRAYA CENTRAL, splendidly suited for SHIPPING OFFICES, having a commanding view over the entire Harbour. Rent \$20 per month.
Apply to the Manager,
CARMICHAEL & CO., LIMITED,
18, PRAYA CENTRAL.
Hongkong, 20th July 1891. [1056]

TO LET.

SHOP in Pedder's Street, presently occupied by Mr. HARRIS.
Also
4 ROOMS on First Floor, suitable for offices.
Apply to
CRUICKSHANK & Co., Ltd.
Hongkong, 4th August 1891. [1035]

TO LET.

AT KOWLOON.

A FEW HOUSES in KNOTSFORD TERRACE containing 5 Rooms each and Bath-rooms. Tennis Courts. Healthy situation. Cheap Rent.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.
Hongkong, 6th August 1891. [1080]

Intimations.

W. S. MARTEN,
ARTISTIC DECORATOR,
2, DUNDRELL STREET,
HONGKONG.
Hongkong, 6th April, 1891. [12]

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR some of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, PRAYA CENTRAL, will receive prompt attention.

In the event of complaints being found necessary, communication with the Underigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.
D. GILLIES
Secretary.
Hongkong, 25th August, 1891. [15]

G. FALCONER & CO.,
WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS,
NAUTICAL INSTRUMENTS,
CHARTS AND BOOKS.
No. 48, QUEEN'S ROAD CENTRAL [76]

NOTICE.

JEVES SANITARY COMPOUNDS COMPANY, LIMITED.
JEVES WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Underigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and Large Orders.
Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says
"It is the best Disinfectant in use."
W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 19th June, 1888. [18]

Intimations.

VICTORIA RECREATION CLUB.

AQUATIC SPORTS,
18.1.

SECOND DAY,
TO-MORROW, 12th September, 1891,
Commencing at 3.30 p.m.

THE "ORCHESTRA MACAENSE" has kindly consented to play during the afternoon.

Chairman.
Hon. J. H. STEWART-LOCKHART.

Committee.
A. G. Stephen, Esq. M. A. A. Sney, Esq.
H. C. Manning, Esq. Capt. Robinson.
E. F. E. E. Esq. A. Turner, Esq.
Fr. W. Koch, Esq. C. H. Thompson, Esq.

Hon. Treasurer.
R. T. Wright, Esq. G. C. C. Master, Esq.

Umpires.
G. A. Caldwell, Esq. J. J. Sampson, Esq.

Referee.
R. K. Leigh, Esq.

Starters.
J. Sampson, Esq. E. L. Collingwood, Esq.
Leut. E. C. H. Grant

Handicappers.
J. Sampson, Esq. E. L. Collingwood, Esq.

N.B.—No Competitor will be allowed to take more than Two First Prizes during the two days.

2. All Races, Diving, &c. will be decided by the Umpires.
3. Excellence in Diving consists in: Form, Distance, Entry and Recovery.
4. No Second Prize will be given unless four start.
5. In the event of entries for any one race exceeding eight in number, Competitors will be drawn to swim in heats.
6. Mrs. J. H. Stewart-Lockhart has kindly consented to present the prizes on Monday, the 14th instant, at 5.30 p.m.

SECOND DAY,
TO-MORROW, 12th SEPTEMBER, 1891.

1.—3.30 p.m.—SWIM UNDER WATER. (Two Prizes). First Prize presented by E. R. Bellillo, Esq.
2.—3.45 p.m.—HEADER FROM STAGE. (Two Prizes). First Prize presented by J. D. Humphreys, Esq.
3.—4 p.m.—SMALL BOYS' RACE (under 14 years of age). 2 lengths. (Handicap). (Two Prizes). Presented by The Club.
4.—4.15 p.m.—SHORT RACE. (For men over 25). (Handicap). (Two Prizes). First Prize presented by A. G. Romano, Esq.
5.—4.30 p.m.—SHORT RACE. (Handicap). 2 lengths. (Two Prizes). Presented by E. R. Bellillo, Esq.
6.—4.45 p.m.—VETERANS' RACE. (For men over 35). (Handicap). 2 lengths. (Two Prizes). First Prize presented by Hon. J. J. Kewell.
7.—5 p.m.—SMALL BOYS' RACE. (1st and 2nd in No. 3 Event excluded). 2 lengths. (Two Prizes).
8.—5.15 p.m.—LONG RACE. 8 lengths. (Handicap). (Two Prizes). First Prize presented by F. de Bovis, Esq.
9.—5.30 p.m.—PLUNGING. (Two Prizes). First Prize presented by the Members.
10.—5.45 p.m.—CONSOLATION RACE (open to Competitors at this Meeting who have not won a prize). 2 lengths. (Handicap). (One Prize). Presented by the Members.
11.—6 p.m.—SOLDIERS' RACE. 4 lengths (Three Prizes). Presented by the Club.

Non-members admitted by ticket only. These can be procured at Messrs. Kelly & Walsh, Ltd. GOD SAVE THE QUEEN.
Hongkong, 11th September, 1891. [1206]

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER
Always on Hand. L. MALLORY.
Hongkong, 24th June, 1891. [1002]

JOHN AMIKHOSE CLARKE,
Teacher of Officers and Engineers,
No. 75, WYNDHAM STREET,
Opposite Central Police Station.

CANDIDATES prepared for the MARINE BOARD EXAMINATIONS.
Author of the "NEW NAVIGATION,"
And an "Arithmetic" for Engineers, &c.
Hongkong, 17th February, 1891. [346]

CHS. J. GAUPP & CO.
CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Volkmann and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES.
No. 2, Queen's Road, Central. [864]

S. I. ENTING,
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 18th March, 1891. [1448]

GAIN ONE POUND A Day.

A GAIN OF A POUND A DAY IN THE CARE OF A MAN WHO HAS BECOME "ALL RUN DOWN," AND HAS BEGUN TO TAKE THAT REMARKABLE FLUSH PRODUCE,

SCOTT'S EMULSION

OF

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE.

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
Oceania Saturday 26th Sept.
Galle Tuesday 20th October.
Belge Thursday 12th Nov.

THE STEAMSHIP
"OCEANIC"
will be despatched for San Francisco, via
Yokohama, on SATURDAY, the 26th Septem-
ber, at 1 P.M. Connection being made at
Yokohama with Steamers from Shanghai and
Japan Ports.

RATES OF PASSAGE.
From Hongkong, First-class.
To San Francisco, Vancouver,
Victoria, Esquimaux, New
Westminster, Port Townsend,
Seattle, Tacoma, Portland, O.,
To Liverpool and London 325.00
To Paris and Bremen 345.00
To Havre and Hamburg 335.00
Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of steamers.

Special rates (first-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officers in service of China and Japan, and to
Government officials.

Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return
tickets to San Francisco will be issued at fol-
lowing rates:—
4 months \$337.50
12 months \$393.75

Time is reckoned from date of issue to date of
re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking
at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. This allowance does
not apply to through fares from China and
Japan to Europe.

All cargo tickets should be marked to
address in full, and same will be received at
the Company's Office until 5 P.M. the day
previous to sailing.

Consular invoices to accompany cargo des-
tined to ports beyond San Francisco, in the
United States, should be sent to the Company's
Office addressed to the Collector of Customs,
San Francisco.

For further information as to Passage, &c.,
apply to the Agency of the Company,
No. 73, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 4th September, 1891.

CANADIAN PACIFIC RAILWAY'S
ROYAL MAIL STEAMERS.

PROPOSED SAILINGS FROM
HONGKONG, 1891.

(SUBJECT TO ALTERATION.)

Empress of India. Tuesday... Sept 22nd.

Empress of Japan. Tuesday... Oct 13th.

Empress of China. Tuesday... Nov 10th.

THE "EMPEROR OF INDIA,"

5,500 tons, Captain C. P. Marshall, R.N.R.,
sailing at Noon, on WEDNESDAY, the 2nd Sept.,
with Her Majesty's Mail, will be despatched to VAN-
COUVER, via SHANGHAI, Inland Sea,
KOBE and YOKOHAMA.

RATES OF PASSAGE.

(In Mexican Dollars).

FROM HONGKONG, FIRST CLASS.

TO

Vancouver, Victoria, Esqui-

maux, New Westminster, B.C.

Port Townsend, Seattle, Ta-

coma, Wash., San Francisco,

Portland, Ore., San Francisco,

San Francisco, Alaska, 255

382 487

Winnipeg, Man. 275 413

482

To Minneapolis, St. Paul,

Duluth, Minn. 285 438

499

Chicago, Ill., Kansas City,

St. Louis, Mo. 295 443

517

Milwaukee, Wis. 305 458

534

Hannibal, London, Toronto,

Ont. 305 458

534

Buffalo, Niagara Falls, N.Y.,

Kingston, Ottawa, Ont., Mon-

tre, Quebec, Que., 310 464

543

Washington, D. C., Boston,

Mass., Portland, Me., 325

575 506

Liverpool and London via Li-

verpool, 345 506

Paris, via Liverpool and Lon-

don, 345 506

Havre, via Liverpool 345

506

Bremen, via Liverpool 345

506

Hamburg, via Liverpool 345

506

and class steamer and 1st class rail, and

and class steamer and rail, also Storage, Fares

and Rates to other places, quoted on application.

The Steamers call at Yokohama, Inland Sea,

and embark passengers.

Return Tickets.—Time limit for prepaid return

ticket is reckoned from date of issue to date of

re-embarking at Vancouver.

Through Passage Tickets granted to England,

France, and Germany by all trans-Atlantic lines

of steamers.

Special rates (first-class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Service, to European

Officers in service of China and Japan, and to

Government officials.

Passengers by this line have the option of

proceeding Overland by the Southern Pacific

and Connecting Lines, Central Pacific, Northern

Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return

tickets to San Francisco will be issued at fol-

lowing rates:—

4 months \$337.50

12 months \$393.75

Time is reckoned from date of issue to date of

re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking

at San Francisco for China or Japan (or

vice versa) within one year will be allowed a

discount of 10 per cent. This allowance does

not apply to through fares from China and

Japan to Europe.

All cargo tickets should be marked to

address in full, and same will be received at

the Company's Office until 5 P.M. the day

previous to sailing.

Consular invoices to accompany cargo des-

tined to ports beyond San Francisco, in the

United States, should be sent to the Company's

Office addressed to the Collector of Customs,

San Francisco.

For further information as to Passage, &c.,

apply to the Agency of the Company,

No. 73, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 4th September, 1891.

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY
THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING AT
YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILINGS FROM HONGKONG.
City of Peking Tuesday 16th Sept.
City of Rio de Janeiro Thursday 5th Oct.
City of Honolulu Saturday 31st Oct.

THE U. S. Mail Steamship

"CITY OF PEKING"

will be despatched for SAN FRANCISCO, via
YOKOHAMA, on WEDNESDAY, the 16th
Inst., at 1 P.M., taking Passengers and Freight
for Japan, the United States, and Europe.

RATES OF PASSAGE.

From Hongkong, First-class.

To San Francisco, Vancouver,

Victoria, Esquimaux, New

Westminster, Port Townsend,

Seattle, Tacoma, Portland, O.,

To Liverpool and London 325.00

To Paris and Bremen 345.00

To Havre and Hamburg 335.00

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-Atlantic
lines of Steamers.

Special rates (first-class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officers in service of China and Japan, and to
Government officials.

Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return
tickets to San Francisco will be issued at fol-
lowing rates:—
4 months \$337.50
12 months \$393.75

Time is reckoned from date of issue to date of
re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking
at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. This allowance does
not apply to through fares from China and
Japan to Europe.

All cargo tickets should be marked to
address in full, and same will be received at
the Company's Office until 5 P.M. the day
previous to sailing.

Consular invoices to accompany cargo des-
tined to ports beyond San Francisco, in the
United States, should be sent to the Company's
Office addressed to the Collector of Customs,
San Francisco.

For further information as to Passage, &c.,
apply to the Agency of the Company,
No. 73, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 11th September, 1891.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN,

ISMAILIA, PORT SAID, MALTA,

GIBRALTAR, MARSEILLES, BRIN-

DISI, TRIESTE, VENICE,

PLYMOUTH, AND

LONDON;

ALSO,

BOMBAY, MADRAS, CALCUTTA AND

AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH

BILLS OF LADING FOR BATAVIA, PERMAN

GULF PORTS, MARSEILLES, TRIESTE, HAM-

BURG, NEW YORK AND BOSTON.

SPECIE ONLY, LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM

NAVIGATION COMPANY'S Steamship

"MALAYA," Captain C. F. Preston, R.N.R.,

with Her Majesty's Mail, will be despatched from

this port for LONDON, via BOMBAY AND SUEZ

CANAL, on THURSDAY, the 17th Inst., at

11 A.M.

Cargo will be received on board until 4 P.M.,

Parcels and Specie (Gold) at the Office until

4 P.M., on the day before sailing.

Silk and Valuable for Europe will be

transhipped at Colombo; General Cargo for

London will be conveyed by Bombay without

transshipment, arriving one week later than by

the ordinary direct route to Colombo.

Tees will be sent either via Bombay or

Colombo, according to arrangement.

For further particulars regarding FREIGHT and

PASSAGE apply to the PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY'S Office, Hong-

kong.

The Contents and Value of Packages are re-

quired to be declared prior to shipment.

Shippers are particularly requested to note

the terms and conditions of the Company's

Black Bills of Lading.

This steamer takes Cargo and Passengers for

Marseilles.

E. L. WOODIN,

Superintendent.

P. O. S. N. Co.'s Office,

Hongkong, 8th September, 1891.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, BRINDISI, GENOA,

ANTWERP, BREMEN & HAMBURG

PORTS IN THE LEVANT, BLACK

SEA AND BALTIC PORTS;

ALSO,

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH

AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT

SOUTHAMPTON TO LAND PASSENGERS

AND LOGGERS.

N.B.—Cargo can be taken on through Bills

of Lading for the principal places in

RUSSIA.

ON SATURDAY, the 26th day of Sept.

1891, at 3 P.M., the Company's Steamship

"DARMSTADT," Captain H. Seidel, with

MALTS, PASSENGERS, CARGO & CARGO,

will leave this port for above, calling at Genoa.

Shipping Orders will be granted till 5 p.m.

on the 25th, Cargo will be received on Board

until 5 p.m., on the 26th, Specie and Parcels

will be sent on Board; they must be left at

the Agency's Office. Contents and Value of

Packages are required.

The Steamer has splendid Accommodations,

and carries a Doctor and Stewardess.

For further Particulars apply to

MELCHERS & Co.,

Agents.

Hongkong, 9th August, 1891.

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY
NOTICE.

CONSIGNEES OF CARGO per Steamship
CITY OF PEKING.
The above Steamer, having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for Counter-signature, and to take
immediate delivery of their Goods from along-
side.

Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 10th September, 1891.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "HANKOW,"

FROM GLASGOW, LIVERPOOL, PENANG

AND SINGAPORE.

CONSIGNEES OF Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, at
Kowloon, whence and/or from the wharves
delivery may be obtained.

Optional cargo will be forwarded unless notice
to the contrary be given before Noon.
No Claims will be admitted after the Goods
have left the Godown, and all Goods remaining
undelivered after the 14th Inst., will be subject
to rent.

All claims against the Steamer must be pre-
sented to the Underwriter on or before the 14th
Inst., or they will not be recognized.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL, CARILL & Co.,
Agents.

Hongkong, 9th September, 1891.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions
to Sell by Public Auction, on
MONDAY,
the 21st, and on 22nd and 23rd September, 1891,
commencing each day at 2.30 p.m.,
at Messrs. A. G. GORDON & Co.'s Ltd.,
B